

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				1. CONTRACT ID CODE		PAGE OF PAGES 1 11	
2. AMENDMENT/MODIFICATION NO. 0002		3. EFFECTIVE DATE 11-22-2015		4. REQUISITION/PURCHASE REQ. NO.		5. PROJECT NO. (IF APPLICABLE)	
6. Issued By General Services Administration Office of Motor Vehicle Management 1800 F Street, NW, Hub 3400 Washington, DC 20405		Code		7. ADMINISTERED BY (If other than Item 6)		Code	
8. Name and Address of Contractor (No., street, county, State and ZIP Code)				(x)		9A. AMENDMENT OF SOLICITATION NO. QMAA-JM-160017-D	
				X		9B. DATED (SEE ITEM 11) 11/3/2016	
						10A. MODIFICATION OF CONTRACT/ORDER NO.	
						10B. DATED (SEE ITEM 13)	
CODE		FACILITY CODE					
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS							
X		The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers				is extended	
X						is not extended.	
<p>Offer's must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:</p> <p>(a) By completing Items 8 and 15, and returning <u>1</u> copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGEMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.</p>							
12. ACCOUNTING AND APPROPRIATION DATA (If required)							
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.							
[]		A. THIS CHANGE ORDER IS ISSUED PURSUANT TO : (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.					
[]		B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).					
[]		C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF :					
[]		D. OTHER (Specify type of modification and authority)					
<p>E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return <u>1</u> copies to the issuing office.</p>							
<p>14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) The above numbered solicitation for Electric Vehicle Supply Equipment (EVSE) is amended as follows:</p> <p>A. Changes Language in the RFQ; B. Responses to questions are incorporated in the continuation pages that follow; C. The RFQ closing date remains unchanged - December 5, 2016 at 2:00 PM Eastern Time. D. All other terms and conditions remain unchanged.</p>							
*See changes in language in the RFQ and Responses to questions in Continuation Pages *							
<p>The GSA POC for this action is David Feliciano, Contract Specialist, at david.feliciano@gsa.gov or 202-969-0415. Except as provided herein, all terms and conditions of the document referenced in item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.</p>							
15A. NAME AND TITLE OF SIGNER (Type or print)				16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)			
15B. CONTRACTOR/OFFEROR		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA		16C. DATE SIGNED	
_____ (Signature of person authorized to sign)				BY _____ (Signature of Contracting Officer)			

A: Changes in Language to the RFQ:

C.1.2 SCOPE:

GSA removed the language regarding the need for cell repeaters/extenders cell repeater/extender or WiFi Booster, hot spots, Femtocells / Microcells

Paragraph (b) is changed **FROM:**

Level II EVSEs with the option of single or dual ports; wall or pedestal/bollard mounted; SAE J1772 compliant connector; 208/240v @ 30 amps minimum; a minimum output of 3kW; stations capable of operating through cellular capabilities and a guarantee for connectivity for any networked station operating in any environment in temperatures between -30 C to +50C ambient . All charge ports on networked stations at a minimum shall have the ability to connect via cellular communications, OR Ethernet (if the customer specifies he/she has Ethernet near location of station), OR via WiFi. If Ethernet or cellular is not available in a given setting, the offeror shall provide another method of connectivity included but not limited to cell repeater/extender or WiFi Booster, hot spots, and Femtocells / Microcells. All Offerors shall list their type of connectivity in their responses; 12 months of data capture and storage capabilities to begin after installation. Shall include the option to purchase data capture and storage capabilities in out years; a minimum 12 months parts warranty.

TO:

Level II EVSEs with the option of single or dual ports; wall or pedestal/bollard mounted; SAE J1772 compliant connector; 208/240v @ 30 amps minimum; a minimum output of 3kW; stations capable of operating through cellular capabilities and a guarantee for connectivity for any networked station operating in any environment in temperatures between -30 C to +50C ambient . All charge ports on networked stations at a minimum shall have the ability to connect via cellular communications, OR Ethernet (if the customer specifies he/she has Ethernet near location of station), OR via WiFi. All Offerors shall list their type of connectivity in their responses; 12 months of data capture and storage capabilities to begin after installation. Shall include the option to purchase data capture and storage capabilities in out years; a minimum 12 months parts warranty.

Paragraph (c) is changed **FROM:**

DC Fast Charging EVSEs with connector and mount types as described in Attachment 1 CLINs 25-26 and 55-56; SAE J1772 Combined Charging System compliant connector and/or CHAdeMo compliant connectors; 208/480v @ 50 amps minimum; a minimum output of 24kW; capable of operating through cellular capabilities and a guarantee for connectivity for any station operating in any environment in temperatures between -30 C to +50C ambient. All charge ports on networked stations at a minimum shall have the ability to connect via cellular communications, OR Ethernet (if the customer specifies he/she has Ethernet near location of station), OR via WiFi. If Ethernet or cellular is not available in a given setting, the offeror shall provide another method of connectivity included but not limited to cell repeater/extender or WiFi Booster, hot spots, Femtocells / Microcells etc. All Offerors shall list their type of connectivity in their responses; 12 months of data capture and storage capabilities for networked CLINs. Stations capable of network services in out years; a minimum 12 months parts warranty.

TO:

DC Fast Charging EVSEs with connector and mount types as described in Attachment 1 CLINs 25-26 and 55-56; SAE J1772 Combined Charging System compliant connector and/or CHAdeMo compliant connectors; 208/480v @ 50 amps minimum; a minimum output of 24kW; capable of operating through cellular capabilities and a guarantee for connectivity for any station operating in any environment in temperatures between -30 C to +50C ambient. All charge ports on networked stations at a minimum shall have the ability to connect via cellular communications, OR Ethernet (if the customer specifies he/she has Ethernet near location of station), OR via WiFi. All Offerors shall list their type of connectivity in their responses; 12

months of data capture and storage capabilities for networked CLINs. Stations capable of network services in out years; a minimum 12 months parts warranty.

Paragraph (d) is changed **FROM:**

Level I or Level II EVSE designated for **Indoor** Use. Indoor use stations adhere to the same standards for Level I and Level II stations listed here in part (a) and (b) but with limitations that prevent them from being used in outdoor settings. These limitations could include, but are not limited to, the inability to operate within the -30 C to +50 C ambient air temperature standards set for outdoor use stations, the inability to withstand rain or snow, and indoor-restricted mounting hardware. All charge ports on networked stations at a minimum shall have the ability to connect via cellular communications, OR Ethernet (if the customer specifies he/she has Ethernet near location of station), OR via WiFi. If Ethernet or cellular is not available in a given setting, the offeror shall provide another method of connectivity included but not limited to cell repeater/extender or WiFi Booster, hot spots, Femtocells / Microcells. All Offerors shall list their type of connectivity in their responses.

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C.3.2 DATA TRANSMISSION

Removes language regarding Attachment 2 and provides further instruction.

Is changed **FROM:**

All networked EVSE shall be able to transmit data automatically without operator involvement to a web-based portal or network. The communication network must be a current standard sustainable network platform. IF the communication network becomes obsolete, the offeror shall ensure that the EVSE shall be upgraded to accommodate the new network at no cost to the Government. The offeror has 30 days to transition the network from the old network to the new network. There will be no loss of data. The EVSE must operate an open architecture platform that allows charging data to be communicated to EVSE owners by multiple network providers and payment mechanisms.

If the communication network is unavailable to transmit the data, the EVSE shall store the data until network connectivity is restored and be able to transmit stored data.

Data Transmission must be able to available via customer agencies gaining access to data for download via a secure website. Data download must be compatible with Microsoft Excel. Consolidated reporting broken down by customer agency and location is preferred but not mandatory. Only the customer agency and entity that owns their federal vehicle (e.g. GSA Fleet for vehicles leased to customer agencies from GSA Fleet) shall have access to their specific data. Any vendors that are awarded a CLIN with networked or data services for GSA Fleet leased vehicles shall be capable and willing to transmit data in a format similar to the file format in Attachment 2.

TO:

C.3.2 DATA TRANSMISSION

All networked EVSE shall be able to transmit data automatically without operator involvement to a web-based portal or network. The communication network must be a current standard sustainable network platform. IF the communication network becomes obsolete, the offeror shall ensure that the EVSE shall be upgraded to accommodate the new network at no cost to the Government. The offeror has 30 days to transition the network from the old network to the new network. There will be no loss of data. The EVSE must operate an open architecture platform that allows charging data to be communicated to EVSE owners by multiple network providers and payment mechanisms.

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B: Questions and Answers:

1. Suggestion: offering the continual subscription can only add to the cost for the agency by involvement of the middle person as well as IFF. It would seem more cost-effective for the end customer to pay its own subscription to the back-end network provided.

This RFQ is to obtain products and services that are available under MAS contracts. GSA is providing options to the Customer Agencies which they have the ability to use or not use. It is in the best interest of the Government to require these services under the BPA and each Customer Agency will determine whether to use any awarded BPA for future year services or to use alternative means to obtain these services.

2. Some vendors require defective item be shipped at customer's expense. Each manufacturer has a different repair and replacement policy. Some pay for shipping and some don't. Can you comment please?

The requirements of the RFQ stand as written. If a firm takes an exception to the terms and conditions they must state it as an exception – which may result in the firm's quote being rejected.

3. Please clarify that the transaction is tied to the driver/user's input to the EVSE as there is no way to identify the vehicle.

GSA disagrees. We have successfully had EVSE provide GSA with vehicle level data under previous pilots where the product and service was provided under MAS Contracts. The requirement remains unchanged.

4. Most network providers do not offer monthly subscriptions; therefore there may be a cancellation fee for mid-term termination. Can we include that in the terms of this RFP? Reference p22 D.4.d

Page 22 Paragraph D.4.d has nothing regarding cancellation for mid-term termination. Paragraph C.3.2.2 addresses cancellation of data services. Should there be any cancellation fee it must be stated in a separate sheet and it must **DIRECTLY TIE BACK TO THE FIRM'S MAS CONTRACT WHERE THE MAS PRICELIST SPECIFICALLY REFERENCES AND SHOWS ANY CANCELLATION FEE**. If the firm does not have this specifically referenced and provide a copy of the information pulled **DIRECTLY FROM THE FIRM'S GSA PRICELIST** it is not considered part of the firm's contract and, as such, is not available to be charged. If a firm adds cancellation fees not under contract the firm's quote may be rejected for offering open market fees not available or covered under the firm's MAS Contract.

5. It would considerably add to the cost of the agency if the contractor was the conduit in the monthly card fee and revenues. Please comment.

We do not understand the question as written and therefore cannot provide comment.

6. RFP states 60 days for delivery of EVSE, but Category 3 says deliver networking 5 days after Task Order. Wouldn't this be after installation of EV station? Page 21

Category 3 (EVSE Data Services) apply only for future year services. The base 12 month service is included in the pricing for Level 2 or DC Fast Charging units. If the service is already being provided, or was turned off (due to cancellation or expiration of services) then Data Services are required to be turned on within 5 working days after receipt of the task order or simply continuation of the Data Services if the services were not cancelled or expired.

7. The products we have on GSA schedule is FOB Factory, therefore the price in our response to this RFP will be different than that published on Advantage. Is that acceptable? p21 D.4.a

The firm will need to provide supporting documentation to justify their pricing for shipping as well as provide supporting documentation from their GSA Pricelist showing FOB Origin for the SIN in question. The firm must agree to FOB Destination terms and evaluation will be at the total price quoted inclusive of the cost of shipping. Therefore it is essential that the firm provide the supporting documentation. Since GSA expects significant discounts off of the GSA Pricelist for the EVSE Stations off of this RFQ, it would be expected that irrespective of the cost of shipping the overall price for each unit would be less than the GSA Multiple Award Schedule Price.

8. On Attachment 1 Pricing sheet there is a Tab 2 that partially duplicates CLIN's at top 1 1A etc. Is this an error or meant to be filled out?

Sheet 2 of Attachment 1 should have been blank. We will provide a clean version of Attachment 1 with the Q&A. **Pricing will be required on the revised Attachment 1.**

9. By term of "specifications" in the context of Exceptions (pg. 9) do you mean the context of Section C, the entire RFP or something else?

Any exception in the entire RFP must be noted on a separate sheet of paper and label it **EXCEPTIONS TO RFQ QMAA-JM-160017-D**.

10. What is the relevance of Canadian codes to this RFP? Page 11

Canadian Standards Association (CSA) is a Nationally Recognized Testing Laboratory who manufacturers' may use to perform testing and obtain listing or certification of their products. CSA is a comparable third party certification body to Underwriters Laboratories.

11. UL2202 seems to be missing in many manufacturers list, can you please comment on its requirement. Also it seems to do with on board battery chargers? Page 11

UL 2202- Standard for Safety of Electric Vehicle Charging System Equipment is one of cited safety standards that EVSE may comply to. The offeror shall identify the listing of their offered products in accordance to the instructions in the RFQ. The scope of this standard includes off board and on board chargers.

12. C.3.2 DATA TRANSMISSION Attachment 2 mentioned it is the file format for data reporting in paragraph 3. There is no Attachment 2 in the downloaded files nor attached within the Solicitation. Please advise.

Language in the last paragraph is changed FROM:

“Any vendors that are awarded a CLIN with networked or data services for GSA Fleet leased vehicles shall be capable and willing to transmit data in a format similar to the file format in Attachment 2.”

TO:

“Any vendors that are awarded a CLIN with networked or data services for GSA Fleet leased vehicles shall be capable and willing to transmit data in a format as provided commercially under the firm’s Multiple Award Schedule Contract. The firm will provide a copy of the data formatting they provide under their Multiple Award Schedule Contract.”

13. There are manufacturer’s "set up" fees involved for the EV stations. Is that allowed on category 2 pricing, or is it strictly ancillary hardware?

Per B.2 on page 6 “Each awarded CLIN shall include, but not be limited to, the charging unit head and all mounting hardware required to support the unit head, 12 months of service (for networked stations) as well as the cost of activation and assistance with user account set-up.” Any/all pricing submitted must be available under the firm’s GSA Multiple Award Schedule Pricelist. A cross-walk showing how final pricing was derived is required as stipulated in paragraph E.3.2.

14. It is noted to identify discount for GSA pricing, if any? How/where do we indicate this discount when there is only one price column on the pricing sheet? Page 28

There are multiple columns under Attachment 1. Column H is for the MAS (Multiple Award Schedule) Price Column “I” is for the discounted BPA Price in dollars.

15. Pg. 28, Sec 4 para 1 does the text intend to say "Model X" as opposed to "Brand X"?

No. This is an example that only one award per brand name per CLIN will be awarded.

16. The RFP requires that the offeror provide a free site-survey subsequent to every RFQ. This is normal for ordinary RFQs, but given that the BPA will restrict the number of offerors, required to respond throughout the US, will result in a considerable expense that affects both the average cost to the government, as well as become major a hindrance to small-business participation. We'd like to suggest an alternative analogous to other IDIQs such as FEMP-Enable with per-qualified offerors. Their process entails the issuance of a Notice of Opportunity (NOO), from whose responses one offeror will be selected who will then provide the cost-free site-survey and the price and technical proposals. There will be the implied understanding that if it meets all general and specific conditions stipulated in the NOO (and other applicable agreements such as the BPA) it will be awarded. If awarded, the initial site survey (equivalent to the IGA/FP costs) is allowed to be added in the implementation cost.

The requirement remains as originally written.

17. Quarterly report: does the dollar value include the cumulative network fees? Pg. 17

As stated in 3.4.1, "The offeror will provide a cumulative total dollar value of all business under the BPA with each report."

18. We intend to quote Category 1, 2 and 3; please confirm that there are no restrictions to quote products only and products with basic installation and services.

Provide pricing as specified in the RFQ for each Category for each CLIN offered. In order to be eligible, a firm must provide products and services which are available and awarded under the Multiple Award Schedule Contract and shown in the firm's GSA Multiple Award Schedule Pricelist as noted under each Category – so as an example, somebody who has a contract under SIN 272 105 under Multiple Award Schedule 23 V is not eligible to submit quotes under Category 2.

19. C.3.2 "The offeror has 30 days to transition...." Please clarify if related to cellular networking or network operator.

Both. If either the cellular network or the network operator becomes obsolete the new cellular network and/or the network operator would be required.

20. C.3.2 "...similar to the file format in Attachment 2". We do not see any Attachment 2. Are you referring to the list of information per charging session" shown in section C.3.2.1?

See response to question 12 above.

21. C.3.2.1 "13. Time of Charging Pricing". Are you asking if the station can charge multiple rates at multiple times during the day?

No. The Data being asked for is the dollar amount (if applicable) for the charging time that the specific vehicle was being charged.

Also since this section addressed information Specifically for GSA Access on GSA Fleet Vehicles, all Federal Government Vehicles which have a license plate starting with the letter "G" are GSA Fleet Vehicles. GSA Fleet only requires data information on GSA Fleet Vehicles.

22. C1.2 (c) “208/480v @ 50 amps minimum; a minimum output of 24kW;”. To have 24kW output, the input at 480V is 30A per phase. Stating 50A minimum contradicts this.

The requirement does not specify primary or input capacity to the EVSE. The rating of 24KW is an output capacity and equivalent to 50 Amperes at 480V single phase, $480V \times 50A = 24,000 \text{ watts (24kW)}$.

23. C3.1.6 “The EVSE communications architecture shall comply with the referenced SAE (J2293/2) publication in Section C.2.1.”

GSA does not understand the question as no question was asked.

24. Section C.2.1 doesn’t have a reference to SAE J2293/2. What is the purpose of the J2293/2 requirement and does it apply to all levels of EVSE (L1, L2, DC)?

All EVSE shall comply with SAE J2293/2- Energy Transfer Systems for Electric Vehicles- Communication Requirements and Network

25. C1.2 (b) and (c) indicate that all three forms of communication (Cellular, Ethernet, Wi-Fi) must be supported. Please clarify if an EVSE can support just one or more of these communication forms or if an EVSE must support all 3 forms.

Paragraph C.1.2 (b) states, in part,

“All charge ports on networked stations at a minimum shall have the ability to connect via cellular communications, OR Ethernet (if the customer specifies he/she has Ethernet near location of station), OR via WiFi. All Offerors shall list their type of connectivity in their responses; 12 months of data capture and storage capabilities to begin after installation.”

26. C1.2 (c) indicates 50A minimum, but 24kW stations at 480V operate at 30A. Please clarify that 480V@30A is acceptable for a 24kW DC station.

See response to question 22.

27. C3.1.6 states “communications architecture shall comply with the referenced SAE (J2293/2) publication in Section C2.1”, however Section C2.1 contains no reference to J2293/2. Please indicate the purpose of this requirement and if it applies to all levels/types of EVSE being requested.

All EVSE shall comply to SAE J2293/2- Energy Transfer Systems for Electric Vehicles- Communication Requirements and Network Types of EVSE being requested.

28. Can the BPA offer pricing be different than what is on GSA Advantage – can we offer more of a discount for this BPA?

Yes. Each firm is encouraged to offer pricing less than that awarded under the firm’s Multiple Award Schedule. With the exception of transportation costs for firms who have FOB Origin vs. FOB Destination pricing (and with supporting documentation for the cost of shipping see question 7 above) GSA expects pricing to be significantly lower than that awarded under the MAS contract.

29. Page 4 – Definitions a. Site Survey – this only applies to Category 2 offerors, not Category 1 correct?

Correct.

30. Page 10 – C.1.2 (b) If Ethernet or cellular service is not available

- a. Who will pay to have cell repeater/extender installed or whatever is necessary to connect the station?

GSA revised the requirement. See the changed language in section A of this Amendment. .

- b. Section C1.2 (b) seems to indicate that all three forms of communication (Cellular, Ethernet, WiFi) must be supported. Please clarify if an EVSE must support only one or more of these communication forms or if an EVSE must support all 3 forms.

See response to question 25.

- c. Section C1.2 (c) indicates 50A minimum, but 24kW stations at 480V operate at 30A. Please clarify that 480V@30A is acceptable for a 24kW DC station.

See response to question 22.

31. Page 11 – C.1.2 SCOPE (e) Data services paid for in monthly installations for EVSE with network capabilities, is the expectation to invoice monthly? Our network services are considered “maintenance” and “O&M” cost and would like to be charged annually. In our experience with our current BPA, the government agencies did not want to pay monthly or quarterly in arrears since the annual amount is only about \$275/year per port.

Invoicing for Data Services for Category 3 will be after the service is provided no more frequently than monthly. Services may be billed less frequently (e.g. quarterly or annually) but billing cannot occur until after the services are received.

32. Page 13 - Section C3.1.6 states “communications architecture shall comply with the referenced SAE (J2293/2) publication in Section C2.1”, however Section C2.1 contains no reference to J2293/2. Please indicate the purpose of this requirement and if it applies to all levels/types of EVSE being requested.

All EVSE shall comply with SAE J2293/2- Energy Transfer Systems for Electric Vehicles- Communication Requirements and Network

33. Page 14 – C.3.2 Data Transmission If communication network becomes obsolete – does this relate to Cellular networking such as when AT&T shut down their 2G services?

See response to question 19.

34. Page 16 – C.3.2.4 payment collection didn’t mention WEX cards; do you need this form of payment for this BPA?

While WEX was not specifically mentioned, if a firm can offer WEX as well as other cards listed in C.3.2.4 they can provide this information in their Technical Response.

35. Page 21 - D.2 F.O.B. DESTINATION

- a. How do we quote FOB for each unit when possibly shipping to Alaska, Hawaii and Puerto Rico – it is obviously much more expensive to ship to Alaska, Hawaii and Puerto Rico than within the 48 contiguous states and D.C.? To ship to Alaska, Hawaii or Puerto Rico requires crate and freight, not just regular UPS.

See question 7.

It should be noted that in order to be eligible for BPA Award, the firm MUST OFFER shipping to Alaska, Hawaii, and Puerto Rico. If the firm's underlying contract is inclusive of only the 48 contiguous states and the District of Columbia and does not specifically include Alaska, Hawaii, and Puerto Rico (or US Territories) then the firm will be INELIGIBLE FOR AWARD.

36. Page 22 Section E.1 – pricing shall remain firm for at least 180 calendar days after submission, does that mean GSA has at least 180 days to award this BPA?

Yes. If it takes longer we will verify that the quote from the firm is still valid prior to making award.

37. Page 25 Factor 3 Performance

- a. (Question Rephrased) For reporting – the reporting only applies for any BPA awarded under this specific RFQ and no other BPAs – correct?

Correct. Reporting is only for orders under any BPA awarded under this solicitation.

38. Open market items are not being accepted for this RFQ, is that correct?

Correct. NO OPEN MARKET ITEMS CAN BE QUOTED.

39. Can any other questions be asked after Nov 14th and prior to Dec 5th?

No.

40. What is the difference between 1A and 2A on Attachment 1?

Category/CLIN	Network/Non-network OR Gateway/Non Gateway	Length of Cord	EVSE Manufacturer	EVSE Model Number	Name of Offeror	Product Under Firm's MAS Contract (Y/N)	MAS Price \$ Per Item included	Proposed BPA Price (\$) [price is for entire Period of Performance (Base Period plus all options)]
CATEGORY 1: EVSE without Installaiton								
1	Level II - Fleet/Home Networked Station - Wall Mount - Single Port with one year of data services (No installation)							
1A	Gateway							
1B	Non-Gateway							
2	Level II - Fleet/Home Networked Station - Wall Mount - Single Port with one year of data services (No installation)							
2A	Gateway							

CLIN 1 includes SUBCLIN 1A and SUBCLIN 1B, CLIN 2 only has SUBCLIN 2A. GSA is not purchasing a 'Non-Gateway' Station under CLIN 2. There may be occasions where a Customer Agency has need of a Gateway Station but does not require Non-Gateway Stations (e.g. they purchasing just one station). Refer to the Definitions for the difference between Gateway vs. Non-Gateway stations.